
329 MISCELLANEOUS REGULATORY AND WARNING SIGNS

329.1 WRONG WAY SIGNING

The Wrong Way sign (R5-1.a) should be used as a supplement to the Do Not Enter sign (R5-1) where experience indicates the need for such a sign on the basis of wrong way movements, or where an engineering evaluation indicates that it is desirable to install such signs because geometrics are conducive to wrong way entry. Locations where Wrong Way signs may be warranted include:

1. Where an exit ramp intersects a two-way crossroad or frontage road.
2. Where a one-way, right-turning roadway joins a two-way, undivided roadway.
3. At a divided roadway intersection where traffic from the crossroad may tend to enter the wrong side of the divided road.
4. Where direct access from abutting property to an exit ramp is permitted.
5. Where a one-way roadway becomes two-way.

Wrong Way signs shall not be installed in lieu of the standard regulatory and guide signs at freeway interchanges. These signs are used only to supplement the standard signing when an engineering evaluation indicates the supplementary signing to be desirable.

Approval for use of Wrong Way signs is not required for use on freeway exit ramps or similarly designed Traffic Intersections. **The use of Wrong Way signs at other locations shall be approved by the Regional Traffic Engineer before they are installed.**

329.2 CROSS ROAD AND SIDE ROAD SIGNING

Cross Road (W2-1) and Side Road (W2-2 and W2-3) signs may be installed for intersecting roadways when they are dedicated public roads and when either of the following conditions exist:

1. The stopping sight distance on the through highway is insufficient for traffic approaching the intersection to allow vehicles to enter the highway and safely clear approaching traffic.

2. The intersecting roadway cannot be readily discerned by approaching motorists on the highway in time for them to comfortably decelerate and turn off without exposing themselves or other highway traffic to undue hazard.

When signing is installed on the basis of insufficient sight distance, no-passing zones shall be installed for a minimum distance of 500 feet on each approach unless it is not required because the intersection is within an existing no-passing zone.

Cross Road and Side Road signs should not normally be installed for intersecting roadways if any of the following conditions exist:

1. The intersecting roadway is not easily traversable by conventionally-powered vehicles.
2. The intersection is signalized or traffic on the through road is controlled by a Stop sign.
3. Advance guide, informational, or junction signing has been installed for the intersection.

Supplemental road name plaques may be installed below Cross Road and Side Road signs.

Supplemental advisory speed plates may be installed below Cross Road and Side Road signs where sight distance is inadequate for the posted speed limit or for the 85th percentile speed. Road name plaques may not be used in conjunction with advisory speed plates.

329.3 FIRE STATION SIGNS

The use of the Fire Station sign (W11-8) is limited to locations where traffic conditions such as sight restrictions or other traffic conflicts are such that special warning is desirable.

The Fire Station sign may be used when either of the following conditions exist:

1. The fire station is located in an area where emergency vehicle flashing lights are hidden from view by motorists until the emergency vehicle enters the highway, or
2. Safe stopping sight distance is inadequate for the posted speed limit or for the 85th percentile speed.

The Fire Station sign should not normally be used when the following conditions exist:

1. The fire station is located in an urban area where approach speeds are less than 45 mph, and
2. Safe stopping sight distance is adequate for the posted speed limit or the 85th percentile speed.

Where fire station signing is used, it shall be installed on each approach to the fire station.

Supplemental distance signing may be installed below Fire Station signs.

329.4 BUSINESS AREA SIGNING

The business or industrial area shall be contiguous to and within any 600 feet along the highway with at least 300 feet of frontage on one side or 300 feet collectively on both sides of the highway.

Upon receiving a request for Business Area signs (W31-1), an evaluation will be initiated that may include a culture map of the business area, a 16-hour turning movement count, an accident tabulation and a radar speed study in the area.

The determination for the installation of Business Area signs at any given location will be based on the warranting conditions, such as pedestrian activity or on-street parking, as evaluated by the Traffic Engineering Group, based on the results of the above study.

Technical data is not available to arrive at specific warrants for the installation of Business Area signs. In an effort to assist in the standardization of application, the following warrants appear to be most feasible on the basis of experience:

1. There is an unusual accident problem.
2. There is an ADT in excess of 2000 vehicles and 30% of the total traffic movement is entering or leaving the roadway.

If speed studies reveal that the 85th percentile speed through the business area is 10 mph or more below the posted limit, the speed limit will negate the need for Business Area signs. If a reduction in the posted speed is not deemed necessary or desirable, an advisory speed plate may be used in conjunction with the Business Area sign.

When Business Area signs are in place and subsequent radar speed studies indicate that a lower speed limit should be established, the Business Area signs shall be removed in conjunction with the installation of a reduced speed limit.

Rural areas to be designated and signed as business areas shall have the approval of the Regional Traffic Engineer before signs are installed.